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ATLANTIC CITY URBAN AREA
TRANSPORTATION STUDY

ANNUAL REPORT

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1972-73 ANNUAL REPORT



ATLANTIC CITY URBAN AREA TRANSPORTATION STUDY

JUNE 1973

ATLANTIC CITY

URBAN AREA TRANSPORTATION STUDY

COMMITTEE ON TRANSPORTATION

Atlantic City

Atlantic City

Atlantic City

Atlantic City

Atlantic City

Atlantic City

ATLANTIC CITY URBAN AREA TRANSPORTATION STUDY

1972-1973 ANNUAL REPORT

JUNE, 1973

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ATLANTIC CITY

URBAN AREA TRANSPORTATION STUDY

COOPERATING AGENCIES

Absecon City

Atlantic City

Atlantic County

Brigantine City

Cape May County

Egg Harbor Township

Linwood City

Longport Borough

Margate City

Northfield City

Ocean City

Pleasantville City

Somers Point City

Ventnor City

New Jersey Department of Transportation

U.S. Department of Transportation,
Federal Highway Administration

ATLANTIC CITY URBAN AREA TRANSPORTATION STUDY

1972-1973 ANNUAL REPORT

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and Proposed Hospital Complex

ACUATS - 1972-1973 ANNUAL REPORT

I. INTRODUCTION

The Atlantic City Urban Area Transportation Study (ACUATS) was initiated in the fall of 1964 and is based on a continuing comprehensive planning process which is carried on cooperatively by state and local agencies. The study area covers part of Atlantic and Cape May Counties and includes twelve municipalities with a total land area of approximately 61 square miles.

The purpose of this annual report is to present the accomplishments and findings which were achieved during the 1972-1973 fiscal year.

II. IMPLEMENTATION

The 1985 Transportation Plan - The main objective of an Urban Area Transportation Study is to develop an area-wide transportation plan which will promote desired growth and accommodate the transportation needs brought about by this growth. A definite set of improvements enabling the transportation system to meet future needs has been developed and approved initially by the joint Local Cooperating Board and Technical Committee and by the ACUATS Executive Committee on February 6, 1973. The proposed improvements are (see Figure 1):

1. The improvement and extension of West End Avenue (Atlantic City and Ventnor);
2. The extension of Franklin Avenue (Pleasantville);
3. Route 9 Freeway, Western Alignment;
4. Ocean City Connection (Route 60 Freeway continuation).

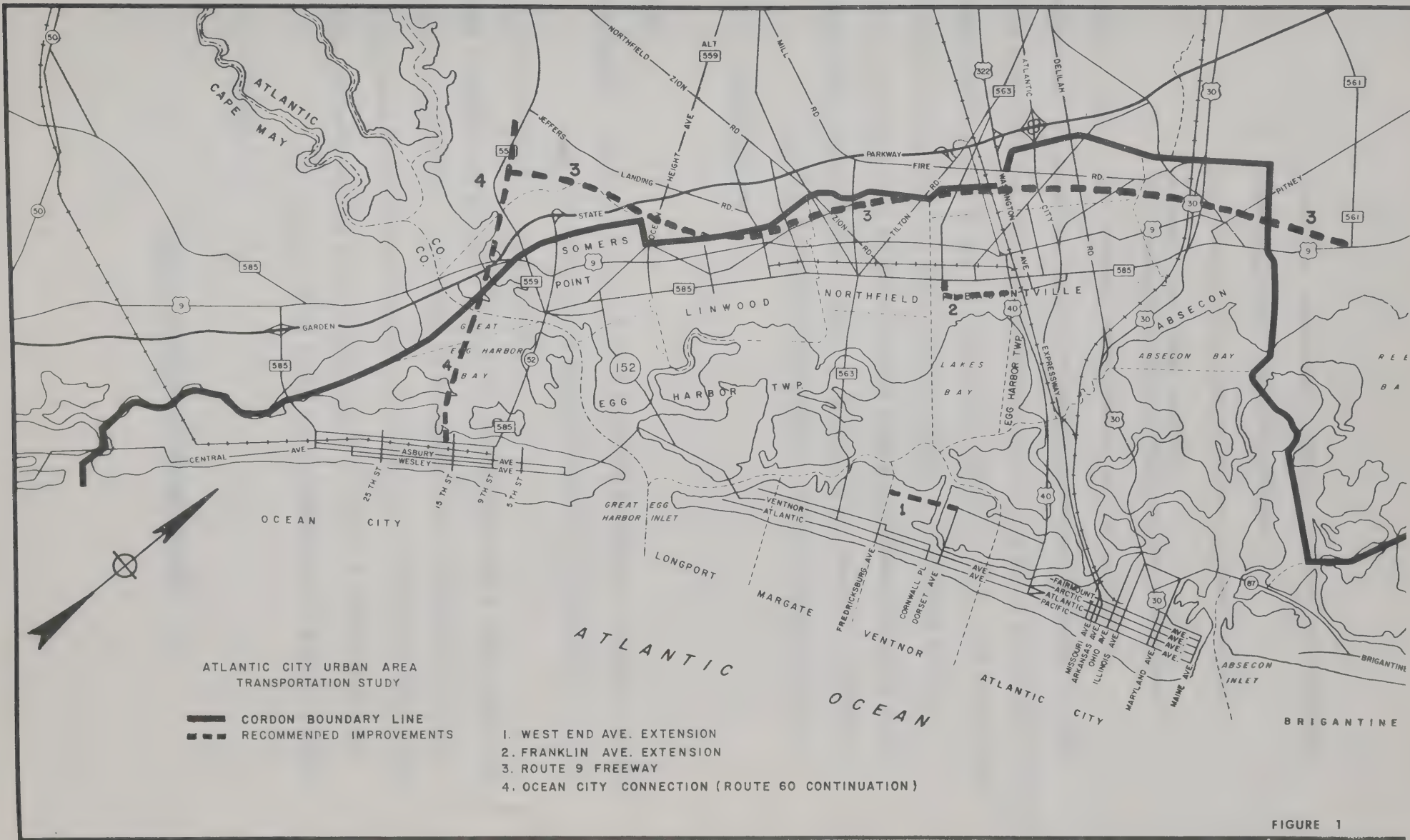


FIGURE 1

In view of the adoption of the 1985 Transportation Plan, the entire ACUATS Final Report was finalized and will be available in late summer, 1973.

Brigantine Bridge - The Brigantine Bridge Improvement was considered as a committed proposal in the 1985 Transportation Plan. In 1969 construction began and in October of 1972 the new bridge was opened for traffic. Total cost of the project was approximately \$10,500,000. The structure is a high level four lane bridge which runs from Atlantic City, across Absecon Inlet, to Brigantine with improved traffic circulation at the two approaches (Figure 2). This new bridge allows uninterrupted flow for both marine and auto traffic eliminating delays which occurred frequently with the old bridge.

Longport Boulevard Improvement - Longport Boulevard, formerly Atlantic County Route 20, was taken over by the State in 1970 and is now New Jersey Route 152. The limits of this Route are Bay Avenue in Somers Point and the bridge crossing Beach Thorofare, just west of Longport. This section covers a distance of 3.2 miles. Improvements of Longport Boulevard will involve the upgrading of the existing highway, generally along the present alignment, and will include six new bridges (see Figure 3). The total cost of the project is approximately \$16,000,000 with the greatest cost occurring for a high level bridge to cross Broad Thorofare (Bridge #5, Figure 3).

Public Transportation - This portion of the 1985 Plan consists of a revised conceptual regional bus system based on an expected increase of bus riders of approximately 20 per cent over a twenty-year period. Exact routing, headways, size of bus fleet, etc., are details which still require a technical feasibility study.

ATLANTIC CITY

ABSECON INLET

New Brigantine Bridge

BRIGANTINE

Figure 2



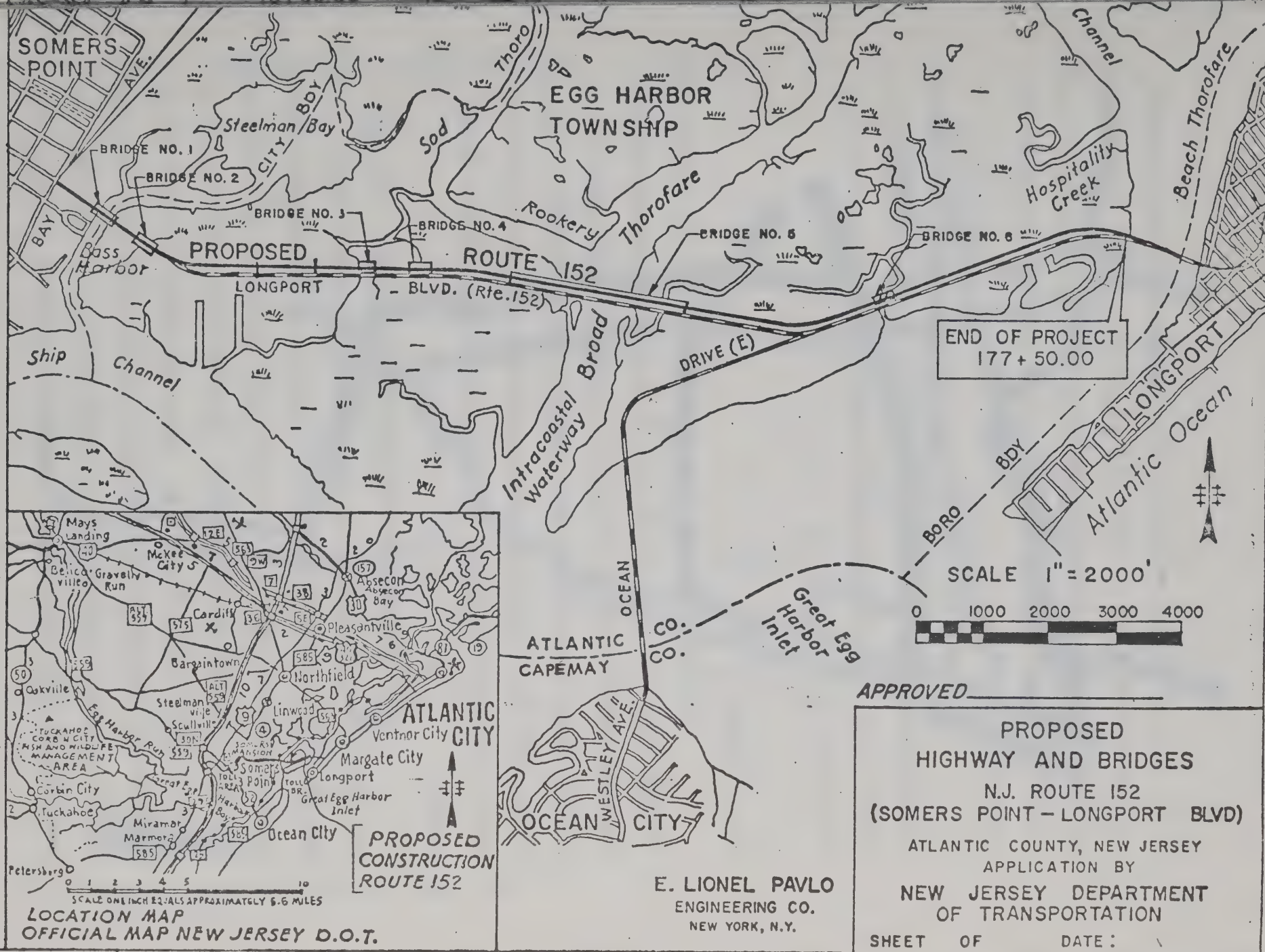


FIGURE 3

Presently, the Atlantic City Transportation Company serves the largest ridership of cities that size in New Jersey. Nevertheless, in 1972 a considerable operating subsidy of \$90,000 from Atlantic County and \$270,000 from the State of New Jersey was necessary to provide continued service.

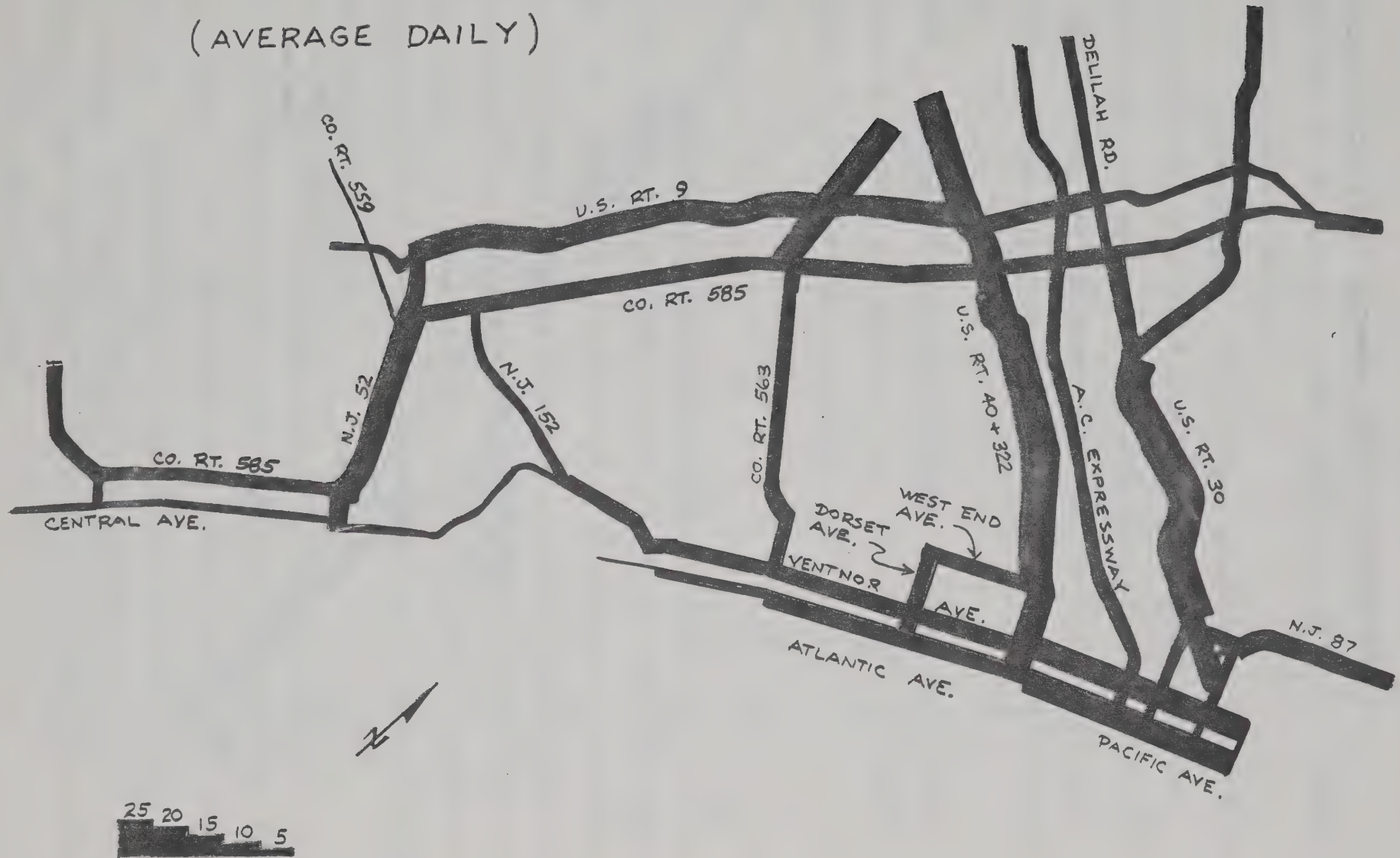
In addition, a privately operated jitney operation, primarily on Pacific Avenue in Atlantic City, carries at least as many passengers (about 17,000) on an average weekday as the existing Atlantic City area bus system.

III. FINDINGS

1972 Traffic Volume Counting Program - The 1972 Traffic Volume Counting Program was conducted as part of the continuing Operations Plan for ACUATS, with the purpose of providing an annual surveillance for the major portions of the area's highway network. The daily traffic volumes in the study area increased by approximately four per cent from 1971. Figure 4 graphically indicates the volumes on the major streets in the region.

1970 Roadside Origin and Destination Analysis - During the past fiscal year, an analysis was made of the 1970 Roadside Survey. The 1970 data was used to determine whether 1985 traffic forecasts and distribution patterns were following along projected lines. The survey data shows trips increasing at a rate of 3.7% per year. The forecasted values increase at a rate of approximately 3% per year. The actual survey vehicular growth from 1965 to 1970 exceeded the forecasted value by 11,500 trips or approximately 3 per cent. Considering the relative short period from 1965, the base year, to 1970, the projected trend line is within an acceptable limit

1972 TRAFFIC VOLUMES (AVERAGE DAILY)



THOUSANDS OF VEHICLES PER DAY

FIGURE 4

COMPARISON OF TOTAL VEHICLE TRIPS FOR A.C.U.A.T.S.

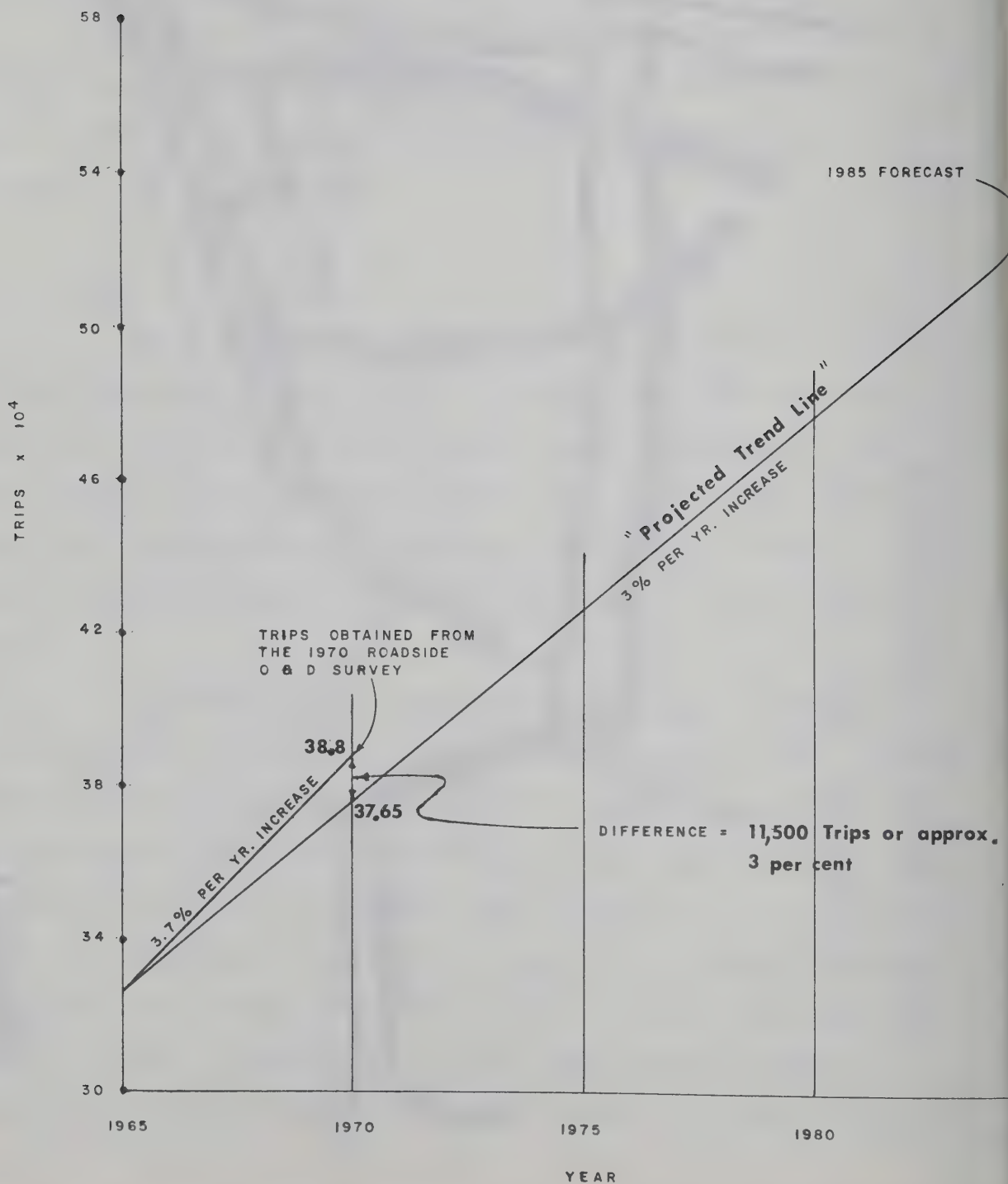


FIGURE 5

(see Figure 5). In addition, no significant deviations from the expected traffic patterns have developed.

Social-Economic - The year round population in the ACUATS area has been increasing at a rate of approximately 1% per year since 1960. Census figures indicate that the urban area population was about 134,000 in 1970. However, the populations in the core city of Atlantic City and the city of Pleasantville have decreased by 20% and 9% respectively since 1960.

During 1972, employment in ACUATS reached 45,933 or roughly .34 jobs per person. This represents only jobs covered by unemployment insurance, so the actual total was somewhat higher.

IV. SERVICE

1974 National Transportation Study - Figures 6 and 7 indicate the work performed by the ACUATS staff for the 1974 National Transportation Study. The specific objectives of the study are to quantify and evaluate the area's existing and future transportation systems, identify deficiencies, and contribute to the improvement of the transportation planning process. The geographic area considered in the study includes that area expected to be urbanized by 1990, an area extending beyond that presently covered by ACUATS' normal planning activities.

The 1972 Transportation inventory (Figure 6) consists of a description of the physical state and performance of the transportation system as of January 1, 1972 as well as operating costs of the system for calendar year 1971. The 1990 Transportation Plan (Figure 7) consists of a description of the physical state and performance of the transportation system as of January 1, 1990. The 1990 Plan also reflects the recommended improvements adopted by the ACUATS committees.

STATE: NEW JERSEY
ATLANTIC CITY
1972 INVENTORY
HIGHWAYS IN URBAN AREAS
4 2 8 0 1 4 1 0

(H-1) Form H-1

1972 INVENTORY

OMB No. 045 72024

FIGURE 6

HIGHWAYS - IN URBAN AREAS

PHYSICAL STATE	1990 FUNCTIONAL CLASSIFICATION						DESIGN TYPE - 1972 (non local)		
	(1) INTERSTATE	(2) OTHER PRIN ARTERIALS	(3) MINOR ARTERIALS	(4) COLLECTORS	(5) LOCAL	(6) TOTAL	(7) FREEWAYS (INCI. INTERSTATE)	(8) OTHER 4 OR MORE LANES	(9) LESS THAN 4 LANES
1. TOTAL MILES	01 0	86	81	27	608	802	24	44	126
2. VEHICLE MILES (annual - in millions) (x.x)	02 0.0	298.5	130.2	16.1	223.1	667.9	78.3	174.0	192.5
3. VEHICLE HOURS (annual - in millions) (x.x)	03 0.0	9.0	4.9	0.7	11.2	25.8	1.8	5.8	7.0
4. CAPACITY MILES in thousands	04 0	154	50			204	71		

PERFORMANCE MEASURES		PERFORMANCE MEASURES (Continued)			ANNUAL COSTS (Thousands of dollars):1971	
7. LAND AREA (sq. miles)	06 78	21. ANNUAL FATALITIES		35	38. MAINT. ADMIN, OTHER MISC	0* 3974
8. POPULATION - 1972 (thousands)	147	22. ANNUAL FATALITIES/100 MILLION VMT (x.xx)		5.24	39. BOND INTEREST	?
9. FREEWAY CAPACITY MILES/CAPITA (x.xx)	.48	23. ANNUAL INJURIES		2035		
10. FREEWAY CAPACITY MILES/SQ MILE	910	24. ANNUAL INJURIES/100 MILLION VMT (x.xx)		304.69		
11. FREEWAY VEH MILES/CAPITA (x.xx)	532.65					
12. VEH MILES/VEH HOURS	26					
13. FWY VEH MILES/FWY CAP. MILES (x.xx)	0.16					
14. CAR OCCUPANCY - A.M. PEAK HR (x.x)	?	27. TOTAL LAND IN HWAYS (sq mi)		4		
15. CAR OCCUPANCY - AVERAGE DAILY (x.x)	1.5	28. RESERVED RCW (sq mi)		0		
16. % ARTERIAL VMT ON FWAYS	18					
17. AVERAGE VEH } MILES (x.x)	5.4	POLLUTANTS				
18. TRIP LENGTH } MINUTES (x.x)	12.5					
19. AVERAGE DAILY TAXI PASSENGER TRIPS	07 ?	29. CO	0* 125,271	0.1875	0.1250	
20. AVERAGE DAILY AUTO PERSON TRIPS	515,000	30. NOx	10,242	0.0153	0.0102	
		31. HC	18,312	0.0274	0.0183	

10/2/72

STATE OF NEW JERSEY
ATLANTIC CITY
1-90 PLAN
HIGHWAYS IN URBAN AREAS
H 2 3 0 1 4 2 0

Form H-1

1990 PLAN
OMB No. 045 72024
FIGURE 7

HIGHWAYS - IN URBAN AREAS

STATE AREA SYSTEM
CODE CODE

PHYSICAL STATE	1990 FUNCTIONAL CLASSIFICATION						DESIGN TYPE - 1990 (non locals)		
	(1) INTERSTATE	(2) OTHER TRIN ARTERIALS	(3) MINOR ARTERIALS	(4) COLLECTORS	(5) LOCAL	(6) TOTAL	(7) FREEWAYS (INCL. INTERSTATE)	(8) OTHER 4 OR MORE LANES	(9) LESS THAN 4 LANES
1. TOTAL MILES	0	104	83	27	827	1041	42	45	127
2. VEHICLE MILES (annual - in millions) (x.xx)	0.0	535.9	152.2	28.2	336.5	1052.8	200.4	249.7	266.2
3. VEHICLE HRS (annual - in millions) (x.x)	0.0	14.9	5.9	1.2	20.7	42.7	4.0	8.0	10.0
4. CAPACITY MILES in thousands	0	218	54			272	135		
5. TOTAL CAPITAL COST thousands of dollars	0	114,259	10,126	363	76,812	201,560			
6. FEDERAL AID ELIGIBLE COST						124,748			

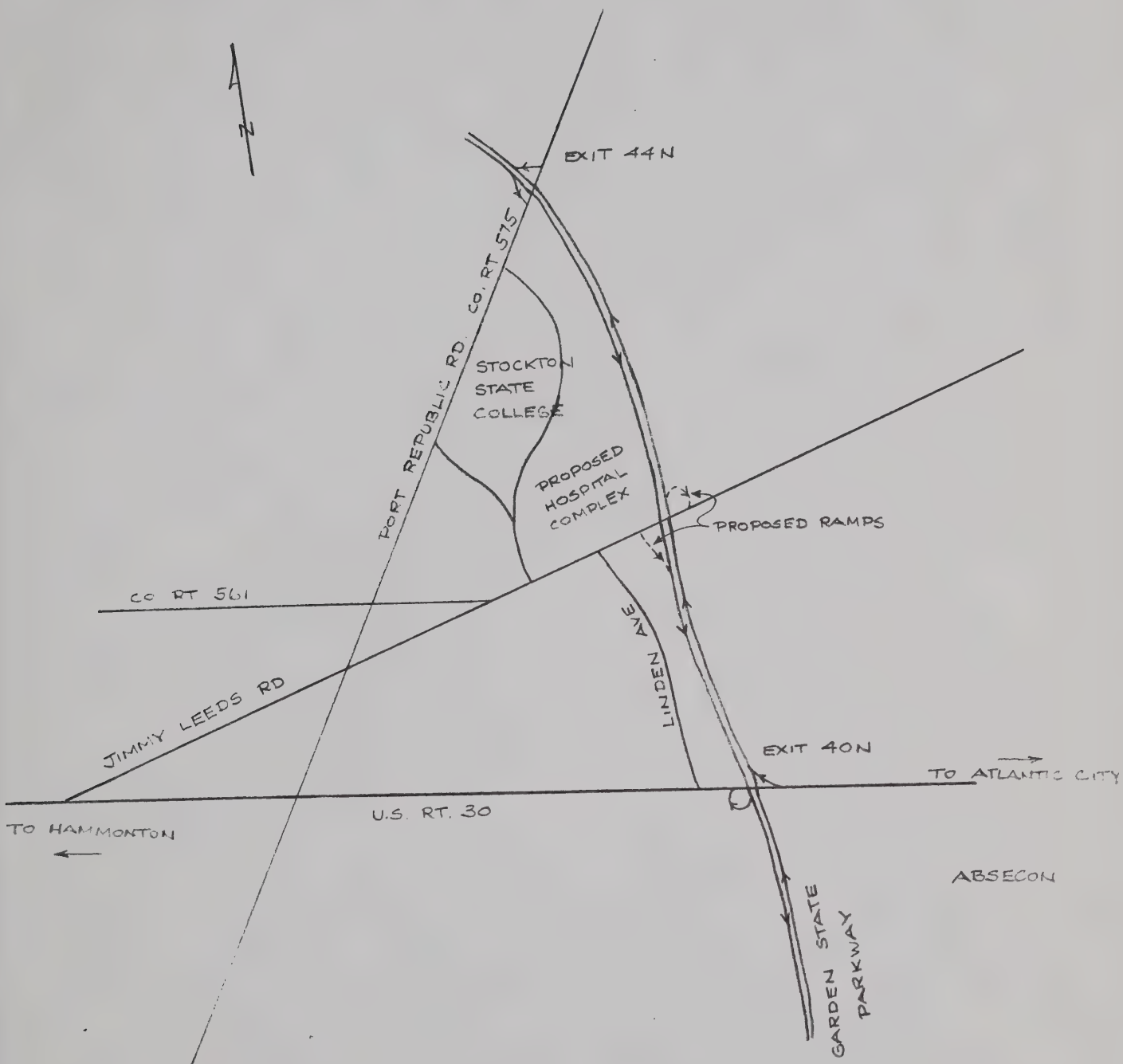
PERFORMANCE MEASURES		PERFORMANCE MEASURES (Continued)				CAPITAL COSTS (Thousands of dollars):1972-90	
7. LAND AREA (sq. miles)	78	21. ANNUAL FATALITIES				32. RIGHT OF WAY	26,608
8. POPULATION - 1990 (thousands)	191	22. ANNUAL FATALITIES/100 MILLION VMT (x.xx)		5.32		33. CONSTRUCTION - NEW LOCATION	126,601
9. FREEWAY CAPACITY MILES/CAPITA (x.xx)	.71	23. ANNUAL INJURIES		3212		34. CONSTR & MODIF - EXIST LOC	34,341
10. FREEWAY CAPACITY MILES/SQ MILE	1731	24. ANNUAL INJURIES/100 MILLION VMT (x.xx)		305.09		35. TRAFFIC CONTROL - EXIST LOC	14,010
11. FREEWAY VEH MILES/CAPITA (x.xx)	1049.21	25. TOTAL JOBS DISPLACED		?		36. OTHER COSTS - EXISTING LOC	?
12. VEH MILES/VEH HOURS	25	26. TOTAL POPULATION DISPLACED		?		37. TOTAL CAPITAL COSTS	201,560
13. FWY VEH MILES/FWY CAP. MILES (x.xx)	0.22	27. TOTAL LAND IN HWAYS (sq mi)		6		ANNUAL COSTS (Thousands of dollars):1983	
14. CAR OCCUPANCY - A.M. PEAK HR (x.x)	?	28. RESERVED ROW (sq mi)		0		38. MAINT, ADMIN, OTHER MISC	7,273
15. CAR OCCUPANCY - AVERAGE DAILY (x.x)	1.6	POLLUTANTS				CAPITAL COST RATIOS (dollars per):1972-90	
16. % ARTERIAL VMT ON FWAYS	29					40. TOTAL CAPITAL COSTS/CAPITA (x.xx)	
17. AVERAGE VEH	MILES (x.x)		ANNUAL LBS (1)	POUNDS/VMT (2)	POUNDS/VMT (3)	41. TOTAL CAPITAL COSTS/VMT (x.xx)	0.19
18. TRIP LENGTH	MINUTES (x.x)		IN THOUSANDS	(x.xxxx)	(x.xxxx)	42. TOTAL CAPITAL COSTS/VMT (x.xx)	0.12
19. AVERAGE DAILY TAXI PASSENGER TRIPS	?	29. CO	15,564	0.0148	0.0093		
20. AVERAGE DAILY AUTO PERSON TRIPS	727,000	30. NO _x	1,892	0.0018	0.0011		
		31. HC	1,921	0.0018	0.0011		

Future Traffic Generation for Stockton State College and a

Proposed Hospital Complex - Richard Stockton State College, which is located ten miles west of Atlantic City in Galloway Township, Atlantic County, opened for classes in the fall of 1971. Also, to be located in the same immediate area, is the proposed mainland branch of the Atlantic City Hospital and the proposed Betty Bacharach Rehabilitation Center (Figure 8). These three facilities will help to promote both future growth and employment in this general area. For this reason, a traffic analysis was conducted by the ACUATS staff to determine the approximate future traffic demands caused by these facilities and, in addition, to determine whether additional access ramps would be necessary for the Garden State Parkway to serve this area.

Of the three potential locations for additional south oriented Garden State Parkway ramp connections, the Jimmy Leeds Road connection is the most logical from an accessibility viewpoint. The 1985 estimated daily traffic of about 10,000 vehicles (5,000 one-way), at the proposed Garden State Parkway ramps appears to justify the need for the subject connections.

GENERAL LOCATION OF STOCKTON STATE COLLEGE AND PROPOSED HOSPITAL COMPLEX



(NOT TO SCALE)

FIGURE 8

